

## PUTS PRICE ON HEAD OF DARING FRENCH AVIATOR

German Government Wants  
"Corsair of the Air," Dead  
or Alive.

### LEADER OF BOMBING RAIDS

Has Caused Damage of Grievous Kind  
and With Persistency That Seems  
to Know No Limit—Reward of  
\$6,250. Is Offered.

Paris.—On the head of one man in the French army the German government has put a price. This man has caused them damage of a grievous kind and with persistency which seems to know no limit.

The sum of 25,000 marks (\$6,250) will be paid for Captain X. of the French aviation service dead or alive. The French government has been very careful to avoid giving his name, and it is believed the Germans know him only by description.

It was Captain X. who three successive times went to bombard the German powder and ammunition factory at Rottwell, in Wuertemberg. On each occasion he performed an extraordinary feat.

The sobriquet of "corsair of the air" has been given to him. Some of his exploits partake of the ruthless vigor of the true pirate.

Captain X. is the principal leader of the French bombing expeditions, and he seems like a hero who has dropped out of a romantic novel. Danger is his very life, and he plays with it so that his adventures during the war have been almost fantastic.

He began by being made prisoner as a result of an injury to his motor which obliged him to descend in a neutral country, but he succeeded in obtaining his release. When he returned to France he was sent to the eastern frontier for active service.

Though he demands much from his subordinates, he sets a good example himself. When he goes out with them for a bombardment each of the machines carries a special sign. He takes his position about eight thousand feet above the object to be destroyed, while his companions are discharging their missiles.

Through his glasses he watches the results and notes the points which have been struck and the actual damage done and makes a record of it all in his notebook. When the others have completed their work the captain descends in a spiral, aims with precision and delivers the final, and generally the most fatal, blows to the enemy property.

#### Guards His Flock.

He waits to judge the effects of his work, and then he starts for home, escorting his men and acting as a faithful dog does to the flock, hurrying to the assistance of those who may need it. It is not without having run the most serious kinds of risks that he has become the terror of the Germans.

During one bombardment he fought with a large German aviatik armed with two machine guns. His whole machine was seriously damaged by shots, a number of important parts of the apparatus being cut and torn, but he continued on into German territory and went direct to a railway station and factory which he had set out to bombard, carried out his mission and returned safely to his base.

The first time he went to attack the powder factory of Rottwell was on March 3, 1915. The journey lasted five hours and twenty minutes. Ten

minutes after he began the attack on the plant a conflagration was noticed beneath him, and he realized that he had destroyed at least an important part of it. He had brought four large shells with him and he descended very low in order to deliver his attack so that each of the shells struck home. One of them landed in the mixing basin of nitric acid and glycerine and the others fell on the buildings. Flames at once arose and the smoke made a column forty-five hundred feet high.

His next important bombardment was at the railway station which the French authorities indicated as V. To accomplish his task here he dropped down almost to the station roof.

Then came the second bombardment at Rottwell, on April 16, 1915. Ten four-inch shells were dropped on the powder factory and caused a fire and an intense black smoke which entirely hid the building from view. Captain X. remained for a quarter of an hour above his object at an altitude of five thousand feet, tantalizing the two vertical batteries which the Germans were aiming at him and the section of 77 millimeter guns which had been placed around the factory for its defense after the first bombardment.

#### Damaged Two Zeppelins.

The French officer returned to his camp with eleven shrapnel fragments in his machine. In the same month he dropped six shells in the great shed which harbored two Zeppelins, both of which were seriously damaged. The three special batteries placed for the protection of the sheds fired at him constantly, but failed to injure him, though they damaged his machine to some extent.

A few months later he bombarded railway station indicated as C. He started out at four o'clock in the morning with five other machines and in the afternoon he was back at his base, took up eight more shells and returned to attack the station for the second time in the course of one day.

The flight, in which more recently and for the third time he attacked the powder factory at Rottwell, was the most tragic which he ever carried out and at the same time the most successful.

Four other machines were to have started with him on that expedition, but one of them a few days earlier had attacked a train from only fifteen feet above the ground and the pilot was still ill as a consequence of injuries he had received. Another who was to have gone had trouble with his motor at the very beginning of the flight and had to return to the lines. There remained consequently only three. Besides the captain there were Lieutenant D. and Corporal P.

The three started off together and followed the Swiss frontier to the Rhine and then entered the Black forest and penetrated in the direction of the Wuertemberg plant. All had gone well until they were within a few miles of the latter, when several German chaser machines came out of the fog and spread themselves in fan shape to bar the way to the Frenchmen. The latter were carrying a ten-hour supply of gasoline and a load of bombs and their machines consequently were slow and not easily managable.

#### An Easy Target.

They offered a relatively easy target and could not defend themselves very satisfactorily. Mr. Jacques Montane, who describes the incident, says the first to withstand the shock was the captain himself, who was attacked by a large monoplane of the type of Latham's Antoinette. Two men were on board and the machine was well known by the pilots who operated on the Alsatian side. The French officer replied with so much valor that the aggressor judged it prudent not to insist and abandoned him in order to attack the machine of Corporal P.

The captain endeavored at once to go to the aid of his subordinate, but the adversary was much more rapid and after a short fight succeeded in bringing down the unfortunate cor-

poral. During this time the captain was turning and swerving and did not lose a single point of the painful drama of which he was a powerful witness. But he decided to avenge himself.

After the fall of P. he started off on the way to the powder factory with the determined purpose of making the Germans pay dearly for the loss of his fellow aviator. He flew calmly, scorning the enemy who had gone above him in the hope of cutting him off and of attacking him, for the first success had encouraged the occupants of the big German machine.

Lieutenant D., who had continued his way without stopping, now saw himself surrounded by enemy machines. One of them brought him down, to the northeast of the town near the factory.

The captain remained alone to accomplish his mission. Instead of turning back, as prudence might have dictated, for he still had a considerable distance to go before reaching his objective, he persevered all alone against the German machines and went and cast his eight shells slowly and with great care on the powder factory. All of them struck true.

#### His Sad Return.

A thick black smoke at once arose to the sky, the black smoke which this same bold pilot saw for the third time at the same place within a year. He remained, according to his custom, for ten minutes over the establishment, in order to make notes of the result of his shelling, and then he started for home, along the same route by which he had come, not bothering to make a single detour to avoid enemy machines.

The alarm, however, had been given, and when he arrived over the Black forest he perceived a veritable curtain of aeroplanes waiting for him. They all swooped toward him in the hope of bringing him down.

By clever maneuvering he avoided half a dozen of them, and then he was obliged to engage in close combat with two, the second of which awaited him above L. The duel with the latter was particularly bitter and the captain ended it by forcing his adversary to take to flight.

Quietly he resumed his way toward the French trenches, mourning the death of his comrades. Near the lines he perceived French chaser machines which were awaiting the return of his squadron.

One of them approached and made signs to inquire if the other aeroplanes were coming. The captain with a gesture of desolation indicated that there was no one to wait for, as he was the sole survivor of the expedition. And a miraculous survivor he was, for when his machine was examined it was found that the top and nacelle were riddled with bullets; some of them had even passed between the captain's legs. The supports were cut, the joints broken and the wings torn by shell fragments.

When they spoke to the captain about these numerous injuries he replied simply:

"Of course it was to be expected that they would wait for me on my return."

The following day the German official communication made this announcement:

"Under Officer B. on his first trip succeeded in bringing down two enemy aeroplanes which were on a bombing expedition. The third succeeded in escaping."

The German under officer, it is interesting to note, soon became lieutenant and received three decorations, one being the Iron Cross of the first class, which was given to him for the above exploit.

Recently this German Officer B. was flying in upper Alsace when his motor stopped, the machine fell and the pilot was killed. Captain X. gallantly regretted the nature of the accident to the German aviator and regretted still more that it had not been left to him personally to avenge the death of Lieutenant D. and Corporal P.

## HELPS THE HOUSEWIFE

"SCRUBBING CHARIOT" A DEVICE  
WORTH COPYING.

Not Only Saves a Great Many Steps,  
but the Work Can Be Done With  
Much More Ease and Comfort  
—How to Make It.

(Prepared by the United States Department of Agriculture.)

One of the many labor-saving devices made and demonstrated by the farm women under the direction of the woman agents of the department of agriculture in the South, with the cooperation of the state agricultural colleges, is the "scrubbing chariot." This consists of a comfortable padded frame on rollers which enables the housewife, in wiping the floor, to do the scrubbing with more ease and comfort and save a great many steps. It may be built at a very small cost, the material needed consisting of a 3/4-inch plank, 20 by 10 inches, 2-inch strips for the sides, which should be 8 1/2 inches long by 4 inches wide, and a front piece of the same material 20



inches long and 4 inches wide. An ordinary soap box can be used for this by cutting down the size to about 5 inches high and knocking out one side. The padding for the bottom of the chariot may be made of burlap. Tack this around the inside of the chariot and place the whole thing on four rollers. Place a soap dish on one side and a little rack for the scrubbing brush on the opposite side. This contrivance, it is estimated, costs about 47 cents.

#### Linoleum Out of Carpet.

Clean the carpet thoroughly, then turn it worn side down and tack. It will be better to tack it right on the kitchen floor if you could get along without the kitchen for a few days. Otherwise, tack on some floor that will not have to be used every day. Then put on a coat of any good floor paint, let dry thoroughly, finish with a coat of good linoleum varnish. This will give you a floor covering that will be very easy on your feet, and impervious to water so long as the paint lasts. And the worn spots can be repainted as needed. This will, of course, give a paint color. After the paint and varnish have thoroughly dried the carpet can be rolled very carefully and loosely to move it to the kitchen, but the best way is to paint it right in the kitchen so that it will not have to be moved, for the rolling is liable to crack the paint and so make it less impervious to water.—Ohio Farmer.

#### Veal in a Mold.

This is a dish that can be prepared the day before and can be served cold for the next day's luncheon or dinner. Boil a knuckle of veal until tender. Pour on the water in which it was boiled and mince the veal. Add the minced veal to the juice and pour in a mold. Add thin slices of hard-boiled egg and place in a cool place, and when cold place on the ice. Serve on a platter garnished with parsley.